

DOCKET: CU-4884

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

APPLICANT: Jean POPULAIRE

TITLE: BRAKE PEDAL DEVICE FOR EFFECTING SERVICE BRAKING
AND LOCK BRAKING

AMENDED CLAIMS

1-16. (cancelled)

17. (new) A brake pedal device suitable for being actuated to effect service braking and lock braking, said brake pedal device comprising a first brake pedal element and a second brake pedal element, which elements are suitable for being moved by being depressed for effecting braking, depressing at least the first brake pedal element being suitable for causing service braking to take place, and the device further comprising a locking mechanism suitable and arranged for being activated by moving the second brake pedal element over a determined stroke only, so as to hold said second brake pedal element in a locked position for lock braking, and an unlocking mechanism suitable and arranged for being activated by depressing the first brake pedal element so as to unlock the locking mechanism and so as to release the second brake pedal element.

18. (new) A device according to claim 17, wherein the locking mechanism comprises a retaining member that is stationary and a catch member that is connected to the second brake pedal element, said catch member being suitable and arranged for engaging with said retaining member for locking the second brake pedal element in the locked position.

19. (new) A device according to claim 18, wherein the unlocking mechanism comprises a first unlocking member united with the first brake pedal element and a second unlocking member united with the second brake pedal element, said first and second unlocking members being suitable and arranged for co-operating to bring the catch member into a disengagement position in which catch member is incapable of engaging with the retaining member.

20. (new) A device according to claim 19, wherein the second unlocking member is united with the catch member.

21. (new) A device according to claim 20, further comprising a hook suitable and arranged for pivoting about a pivot pin and axis united with the second brake pedal element, said hook comprising the catch member and the second unlocking member.

22. (new) A device according to claim 20, wherein the first unlocking member comprises a cam actuator, and the second unlocking member comprises a cam, and the cam actuator being suitable and arranged for coming into contact with the cam when the first brake pedal element is depressed, so as to bring the catch member into the disengagement position.

23. (new) A device according to claim 20, wherein the first unlocking member comprises an actuating surface, and the second unlocking member comprises a lever, and the actuating surface being suitable and arranged for coming into contact with the lever when the first brake pedal element is depressed, so as to bring the catch member into the disengagement position.

24. (new) A device according to claim 21, wherein the first unlocking member comprises an actuating surface, and the second unlocking member comprises a lever, and the actuating surface being suitable and arranged for coming into contact with the lever when the first brake pedal element is depressed, so as to bring the catch member into the disengagement position, and the catch member and the lever extending on either side of the pivot pin and axis.

25. (new) A device according to claim 17, further comprising a drive member suitable and arranged for causing the second brake pedal element to move with the first brake pedal element by depressing said first brake pedal element.

26. (new) A device according to claim 25, wherein the drive member is formed by a protruding member that is united with the second brake pedal element and that extends into the path along which the first brake pedal element moves.

27. (new) A device according to claim 21, wherein the hook extends at least in part into the path along which the first brake pedal element moves.

28. (new) A device according to claim 17, wherein the first and second brake pedal elements have depress surfaces which are of complementary shape so that, when the first and second brake pedal elements are in a same plane, said depress surfaces form a brake pedal having a depress surface of closed outline.

29. (new) A device according to claim 28, wherein said closed outline is substantially rectangular.

30. (new) A device according to claim 17, wherein the first and second brake pedal elements are adjacent.

31. (new) A device according to claim 17, wherein the first and second brake pedal elements pivot about a same brake pedal pin and axis.

32. (new) A device according to claim 17, wherein the locking means have a plurality of locking positions.

33. (new) A device according to claim 18, wherein the retaining member is provided with a rack.